

**BY ORDER OF THE SECRETARY OF THE AIR FORCE** **AFI 11-2C-130V3 CL-9**  
**17 APRIL 2000**



***Flying Operations***

**MAFFS OPERATIONS  
COCKPIT CREW MAFFS CHECKLIST**

This checklist establishes procedures for the operation of C-130 aircraft employed by Mobility Air Forces (MAF) to accomplish their worldwide missions.

This checklist complements AFI 11-2C-130V3, *C-130 Operations Procedures*, and is printed on standard 8 1/2" x 11" bond paper then trimmed to a unique size 4 1/2" x 6 1/2" that will fit the standard plastic C-130 aircrew checklist binders. Units may request copies of this checklist printed on a water proof-based media (in the size outlined) from the OPR. This product reduces weight and eliminates the need for plastic inserts. Limit water proof copies to aircrew only for use in-flight and training purposes.

Summary of Revisions: Corrected checklist step placement.

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**PART ONE - NORMAL PROCEDURES****PRE-SLOWDOWN CHECKLIST**

1. **"CREW, PRE-SLOWDOWN CHECKLIST"** (P)
2. **"PRE-SLOWDOWN CHECKLIST ACKNOWLEDGED LOADMASTER"** (LM)
3. Pressurization - Begin Depressurizing (E)
4. Stall Speeds - **"REVIEWED"** (P, CP, E)
5. Altimeters - **"SET"** (State Setting) (P, CP)
6. Radar Altimeters - **"SET"** (State Setting) (P)
7. Landing Gear Warning Light Circuit Breaker - PULLED (E)
8. GPWS Circuit Breaker - PULLED (Some Airplanes) (E)
9. Pressurization - No Pressure (E)
10. **"PRE-SLOWDOWN CHECKS COMPLETE"** (LM, E)

## **SLOW-DOWN CHECKLIST**

1. Flaps - **"SET"** (As Required) (CP)
2. Landing Lights - **"SET"** (Extended/ON) (CP)
3. Ramp and Door - **"CLEAR TO OPEN"** (E)

### **NOTE**

The aft cargo ramp and door will not be cleared to open until the aircraft is below 150 knots

### **NOTE**

The aft cargo ramp and door will be operated by the LM from the rear of the aircraft.

4. Air Conditioning Panel - AUTO (E)
5. Armed Light - **"ON"** (CP)

### **NOTE**

If using the incremental unit the armed light will not be on until the final drop.

6. **"SLOWDOWN CHECKS COMPLETE"** (LM, E)

## **ONE MINUTE WARNING CHECKLIST**

1. **"CREW, ONE MINUTE WARNING"** (P)
2. **"ONE MINUTE WARNING ACKNOWLEDGED LOADMASTER"** (LM)
3. Engine Bleed Valves - **"SET"** (As Required) (E)
4. Release Point and Escape - **"REVIEWED"** (P, CP)

**RELEASE POINT CHECKLIST**

1. **"READY, READY, DROP"** (CP)
2. Status of Load - **"LOAD CLEAR"** (Or Condition) (LM)
3. **Flaps** - "50 PERCENT" (CP)

**COMPLETION OF DROP CHECKLIST**

1. Engine Bleed Valves - **"SET"** (As Required) (P, E)
2. Landing Gear Warning Light Circuit Breaker - RESET (E)
3. GPWS Circuit Breaker - RESET (Some Airplanes) (E)
4. Air Conditioning Panel - No Pressure (E)
5. Landing Lights Retracted/OFF - **"SET"** (CP)
6. Flaps - **"UP"** (CP)
7. Pressurization - As required. (E)

**NOTE**

Insure that the door light is out prior to setting the pressure.

8. **"DROP CHECKS COMPLETE"** (LM, E)

**PART TWO - EMERGENCY PROCEDURES****EMERGENCY DROP AFTER TAKEOFF**

1. Emergency Drop - **"CLEARED TO DROP"** (P)

**WARNING**

Stand clear of discharge valve actuator.

2. EMERGENCY DROP Button - Depress (P, LM)

**NOTE**

Immediately dial up pressure regulator setting to 40 PSI

**3. Status of Load - "LOAD CLEAR" (State Condition) (LM)**

**WARNING**

Stand clear of discharge valve actuator.

**NOTE**

Actions 'a' through 'n' will be accomplished by the LM.

- a. Selector Knob - CLOSE DROP
- b. CLOSE DROP Button - Depress and Hold until Drop Valves Close (If Required)
- c. Selector Knob - CLOSE ARM and Depress Close Arm button
- d. Tank Arm Switches - All DOWN/Lights OFF (If Applicable)
- e. Selector Knob - OFF
- f. Aux Pump - ON
- g. Cargo Ramp - LOWERED upon clearance from Pilot

**WARNING**

Lowering the ramp will increase aerodynamic drag significantly. Ensure a safe altitude and airspeed can be maintained prior to lowering the ramp.

- h. TUBES IN Button - Depress
  - i. Cargo Ramp - UP
  - j. Aft Cargo Door - CLOSED
  - k. Aux Pump - OFF
  - l. MAIN POWER Button - Depress/OFF
  - m. Circuit Breaker - OFF
  - n. Air Control Supply Valve - CLOSED
4. **"EMERGENCY DROP CHECKLIST COMPLETE"**  
(LM, E)

## **EMERGENCY DROP PROCEDURES**

**(Aft Cargo Door Closed & Tubes Retracted)**

### **NOTE**

This procedure assumes normal electrical and pneumatic power available to the MAFFS units.

1. Pressurization - "**EMERGENCY DEPRESSURIZE**" (E)
2. Ramp and Door - "**CLEARED TO OPEN**" (P)

### **WARNING**

Lowering the ramp will increase aerodynamic drag significantly. Ensure a safe altitude and airspeed can be maintained prior to lowering the ramp.

3. Aux Pump - ON (LM)

### **NOTE**

The aft cargo door and ramp will be operated by the LM from the rear of the aircraft.

4. Aft Cargo Door - OPEN (LM)
5. Cargo Ramp - LOWERED (LM)
6. Air Control Supply Valve - Checked OPEN (150 PSI) (LM)
7. TUBES OUT Button - Depress (LM)
8. Left and Right Tubes - Out and Locked (LM)
9. Emergency Drop - "**CLEARED TO DROP**" (P)

### **WARNING**

Stand clear of the discharge valve actuator.

- 10. EMERGENCY DROP Button - Depress (LM)
- 11. Status of Load - "**LOAD CLEAR**" (State Condition) (LM)

**WARNING**

Stand clear of discharge valve actuator

**NOTE**

Actions a through l will be accomplished by the LM.

- a. Selector Knob - CLOSE DROP
  - b. CLOSE DROP Button - Depress and Hold Until the Drop Valves Close (If Applicable)
  - c. Selector Knob - CLOSE ARM and Depress CLOSE ARM Button
  - d. Tank Arm Switches - All DOWN/Lights OFF (If Applicable)
  - e. Selector Knob - OFF
  - f. TUBES IN Button - Depress
  - g. Cargo Ramp - UP
  - h. Aft Cargo Door - CLOSED
  - i. Aux Pump - OFF
  - j. MAIN POWER Button - Depress/OFF
  - k. Circuit Breaker - OFF
  - l. Air Control Supply Valve - CLOSED
- 12. "**EMERGENCY DROP CHECKS COMPLETE**" (LM, E)

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## **EMERGENCY DROP WITHOUT ELECTRICAL POWER**

**(Aft Cargo Door Closed & Tubes Retracted)**

1. Pressurization - "**EMERGENCY DEPRESSURIZE**" (E)
2. Ramp and door - "**CLEARED TO OPEN**" (P)

### **WARNING**

Opening the ramp and door will increase aerodynamic drag significantly. Ensure a safe altitude and airspeed can be maintained prior to lowering the ramp.

3. Aux Pump - ON (LM)

### **NOTE**

The aft cargo ramp will be operated by the LM from the rear of the aircraft.

4. Aft Cargo Door - OPEN (LM)
5. Cargo Ramp - LOWERED (LM)
6. Emergency Drop - "**CLEARED TO DROP**" (P)

### **NOTE**

Action 'a' through 'c' must be accomplished by the LM to complete the drop.

- a. Air control supply valve - Checked OPEN (150 PSI)
- b. Extend Nozzles Manually by Depressing OUT Button (B) on the Solenoid Located on the Ramp Pallet.

### **WARNING**

Stand clear of discharge valve actuator.

- c. Retardant - To Release Retardant, Depress OPEN (B) Control Button on Solenoid Located on Control Pallet; Retardant Will Gravity Drain.
7. Status of Load - "**LOAD CLEAR**" (State Condition) (LM)



**WARNING**

Stand clear of discharge valve actuator.

**NOTE**

Actions a through f will be accomplished by the LM.

- a. Close Drop Valve - Depress CLOSE (A) Control Button on Control Pallet.
- b. Nozzles - Retract Nozzles by Depressing IN Button (A) on Ramp Pallet.
- c. Cargo Ramp - UP
- d. Aft Cargo Door – CLOSED
- e. Aux Pump - OFF
- f. Air Control Supply Valve – CLOSED

8. **"EMERGENCY DROP CHECKS COMPLETE"** (LM, E)

**EMERGENCY DROP WITHOUT  
PNEUMATIC POWER**

**(Aft Cargo Door Closed & Tubes Retracted)**

1. Pressurization - **"EMERGENCY DEPRESSURIZE"** (E)
2. Ramp and Door - **"CLEARED TO OPEN"** (P)

**WARNING**

Opening the ramp and door will increase aerodynamic drag significantly. Ensure a safe altitude and airspeed can be maintained prior to lowering the ramp.

3. Aux Pump - ON (LM)

**NOTE**

The aft cargo door and ramp will be operated by the LM from the rear of the aircraft.

4. Aft Cargo Door - OPEN (LM)

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5. Cargo Ramp - LOWERED (LM)

**WARNING**

Since an air charge of 150 PSI may be stored in the line, exercise extreme caution while disconnecting.

**NOTE**

Actions a through e must be accomplished by the LM to complete the drop.)

- a. Air Line to Ramp Pallet - Disconnected
- b. Tubes - Manually Push each tube to the OUT Position
- c. Emergency Selector Valves - MANUAL

**WARNING**

Stand clear of discharge valve actuator.

- d. Emergency Air Cylinder Valve - OPEN
  - e. Retardant - Allow to Gravity Drain
6. Status of Load - "**LOAD CLEAR**" (State Condition) (LM)
7. Cargo Ramp - UP (LM)

**CAUTION**

Because of the inability to retract the tubes, the cargo door must not be closed.

8. Aux Pump - OFF (LM)
9. "EMERGENCY DROP CHECKS COMPLETE" (LM, E)

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